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Robert H. Sayre*

L.V.

BLACK DIAMOND EXPRESS



Vol. IV

MAY, 1900

NEW YORK

No. 5

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ROBERT H. SAYRE.

FROM PORTRAIT BY EDWARD SIMMONS.



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MAY, 1900.

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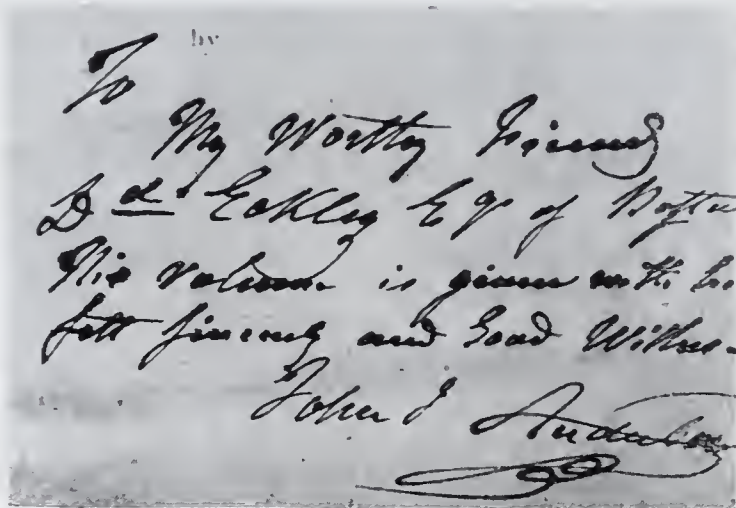
EARLY DAYS IN THE LEHIGH VALLEY.

A PRESENTATION SET OF "AUDUBON," THE ONLY KNOWN COPY IN THE UNITED STATES, RECENTLY SECURED BY ROBERT H. SAYRE, OF SOUTH BETHLEHEM, PA.—SOMETHING OF MR. SAYRE'S LIBRARY.—AUDUBON'S TRIP IN THE LEHIGH VALLEY SEVENTY YEARS AGO.—HIS DESCRIPTIONS OF THE GREAT PINE SWAMP, ITS GAME AND TROUT, MAUCH CHUNK, AND THE PHILADELPHIA DUDE OF THAT DAY.—PERSONAL AND LOCAL HISTORY SUGGESTED BY AUDUBON'S SKETCH.—AUDUBON'S DESCRIPTION OF NIAGARA FALLS, THE VILLAGE OF BUFFALO AND ITS INDIANS.

SINCE the completion of the library wing to Mr. Robert H. Sayre's residence at South Bethlehem. the fascinating spot has proved a stumbling block to the writer, and caused him time and again to miss the train he was waiting for. Upon one of these recent occasions, we found Mr. Sayre much elated over the acquisition of an Audubon, and expressed surprise at his demonstration of good all over feeling, as we had seen a number of conventional Audubon's with their small quartos of colored plates. But we saw the grounds for his exultation when he explained that this was an original presentation copy, one of two, or possibly three in existence, with plates unbound, large clean sheets just as they came from the press, except coloring, and that it was probably the only one in the United States. To remove any question of the rarity and great value of his find, he then produced

Official reports show that the United States has 184,532 miles of railway. Germany 29,984, France 25,862, Russia (in Europe) 25,357. Great Britain 23,524, British India 21,542 miles. The passenger equipment of the roads in these countries is as follows: Great Britain, 63,252 cars; Germany, 34,590; United States, 33,993; France, 28,750; British India, 14,743. The total number of freight cars is: United States, 1,284,807; Great Britain, 656,735; France, 360,721; Germany, 330,460; Russia, 195,556; British India, 80,053. Total number of passengers carried: Great Britain, 1,062,911,000; United States, 698,342,000; Germany, 546,451,000; France, 382,240,316; British India, 150,720,512; Russia, 97,143,815. Total tons of freight carried in one year: United States, 912,973,853; Great Britain, 437,043,265; Germany, 275,628,000; France, 120,437,000; Russia, 97,140,000; British India, 98,440,000.

the evidence in the shape of the circular of the book firm from whom he purchased it, and permitted us to copy extracts from it. This circular states that the only other presentation copy of record was owned by the Earl of Crawford, and at his death was sold to the Manchester Public Library. The copy contains 435 plates, three and a half feet by two and a half feet, or large enough for life size of their largest subjects, colored by Audubon and family, assisted by Bachman, the text in five octavo volumes, and the following autograph presentation:



To My Worthy Friend
D. C. Eckley Esq of Boston
His volume is given with the
best feelings and Good Wishes.
John J. Audubon

From the work we learn that Audubon's friends, and the publishers in America, while expressing their good will, and "God bless you in your undertaking," they declined further aid or encouragement to a project they considered an elephant. But in England he found generous and enthusiastic patrons, and his first volume was issued there in 1830, the last in 1839. The price per set was \$1,000, and the work lists the names of 82 American and 79 European subscribers. This general issue has not the personal work of Audubon on the colored plates as the presentation copies have. We shall have more to say of Audubon in connection with his trips in the Lehigh Valley before its day of railroads, but first, a passing word of Mr. Sayre's beautiful library, which is a fitting receptacle for its six or seven thousand volumes, many of them the finest editions extant, forming one of the most (if not the most), interesting private collections of rare and

valuable books in the State or Country. Among them are the regal editions of "Oriental Ceramic Art," illustrated magnificently by examples from the collection of the late Mr. W. T. Walters, of Baltimore, President of the Atlantic Coast Line, who created the first and rarest cabinet of Ceramics in America. His son, Mr. H. Walters, the present Coast Line Executive, pursues the subject with the like devotion of his father. This superb work of reproduction will illustrate the difference between European and American Art in Audubon's day, and the present day. Audubon could find no house in this country equal to the reproduction of his subjects in life size and colors, and Mr. Walters examined every European house of importance, and had experimental plates made, before Mr. Louis Prang of Boston was asked to make example lithographs of three pieces of porcelain of different colors. His success determined the question, and, later, when twenty or more of the plates were shown to French lithographers in Paris, their criticism was that the impressions from the stone had been fortified by color applied with the brush. They could not believe that work of such excellence could be produced by simple lithography. It is a tribute to the progress of American art. The difficult and delicate undertaking by Mr. Prang was with him as much love of his art, as business. In this regard Mr. William M. Laffan says: "Mr. Prang was equal to the task, and during the years that it was in progress at his house in Roxbury, he devoted to it a degree of watchful care and untiring energy that was far from commercial in its inspiration."

Kindred works in this section of the library are "Keramic Art of Japan," by Audsley & Bowes; "Ornamental Art in Japan," by Audsley; Lord Kingsborough's nine folio volumes, profusely illustrated, on "Ancient Mexico," its religion and customs, with many other volumes on Japan and Mexico relating to their earlier and present history.

In another section of the library, we found many volumes and portfolios of copies of the paintings and sculpture in the Galleries of the Vatican, Louvre, Munich, Florence, Dresden, Musée Français; copies of Holbein, Raphael, Corregio, Rubens, Rembrandt, etc.

Of early wood cuts, there are about two thousand specimens in the "Chronicles of Nuremburg," printed in that city in 1493, and illustrated by Wolgemuth, Duer and others. History and Literature are amply cared for in beautiful volumes — Rome, Greece, England,

Macaulay, Thackeray, Bulwer, Ruskin, Carlyle, Howitt, Swift, Scott, Hare, Burton, Lamb, Leigh Hunt, Lander, Elliott, Johnson, Richardson, Lecky, Evelyn, Froude, Kingsley, Pepys, and a host of standard English authors. Among the French are Guizot's Works, Hugo's, Dumas', Molière's, Balzac's, Thiers'; shelves filled with Napoleon's many productions; German authors representing history, biography, fine arts; portfolios of engravings, etc. Another section has historical work in great profusion. Travels of all countries by sea



RESIDENCE OF ROBERT H. SAYRE, SOUTH BETHLEHEM, PA.
LIBRARY ANNEX ON THE LEFT.

France, Spain, Mexico and the United States. Rome, by Arnold, Gibbons, Wey and others. England, by Macaulay, Knight, Green, and many others. France, by Guizot, Thiers and others. United States, by Winsor, Bancroft, McMaster, Schouler, Rhodes, and many others. Literature is thoroughly represented. The British Poets find home in forty or more beautifully bound sets. In the British Essayists' corner are Dixon, Jesse, Dickens, Percy, Walpole,

and land from the earliest period to the present abound. One particularly fine work arrested our attention, viz., five folio volumes beautifully illustrated by David Roberts, relating to his travels in the Holy Land, Syria, Arabia, Nubia and Egypt. Another was Burton's Travels, in 60 volumes. Casual visits give but scant time to bestow on the fine editions de luxe, of Hawthorne, Emerson, Longfellow, Whittier, Lowell, Holmes, Bret Harte, Mark Twain,

Aldrich, Cooper, Prescott, Parkman, Ainsworth, De Foe, Mrs. Jameson, Mrs. Stowe; Cook's, Parry's and other voyages; full sets of London Punch, Graphic, Notes & Queries, Art Journal, Quarterly Review, Harper's, and other American magazines; a large collection of books on the Civil War, and the history of its inception, progress and close, with biographies of its most active participants on both sides.

Mr. Sayre seems to be a most ardent admirer of Lincoln, judging by the

duplicate. Another enviable book is a Chaucer from the Morris Kelmscott Press, with eighty-seven illustrations by Sir E. Burne-Jones.

Of this rare and beautiful work there were but 425 copies published. It was obtained by Mr. Sayre at the recent sale of the Augustin Daly library, and is well worth a trip to South Bethlehem to see.

Works of fiction abound, and we can truthfully say that we know of no place where spare hours can be more profitably



AN INTERIOR. LIBRARY OF ROBERT H. SAYRE.

amount of literature he has on the subject. One volume arouses the sin of covetousness, and its temptation to elope is great. It is the "Lives and Portraits of the Presidents of the United States from Washington to Grant." Included in it are portraits of the married presidents wives, views of the places of birth, scenes of the battlefields and battles, and many distinguished men of the times, with an autograph letter of each president. The book has no

or more comfortably spent than with these silent friends in their luxurious quarters. The charm of the collection lies in its rare and beautiful editions, its exquisite letter press, and its annotations by authors and possessors.

The library is open at all times to Mr. Sayre's friends, and their friends. The only conditions imposed are, that visitors shall register in a book prepared for the purpose, and come with "clean hands and pure hearts."

AUDUBON was not careful regarding the dates of his trips to the woods, but from references in the body of his works, the year of his visit to the "picturesque Lehigh Valley," can be fixed as 1829, and the months, September and October, though his request to his young guide to "break a twig of blooming laurel," to draw for one of his specimens, would indicate the summer season. Yet the "Childing Autumn" will probably explain this late laurelbloom, as he refers to the "sharp frosty breeze" in the early morning when he was leaving Mauch Chunk for Harrisburg on his way South.

The great naturalist,—the man of the woods, as he was called in Europe,—wrote as charmingly as he drew. His descriptions have the woodland flavor, and they mark the deep love of nature which controlled the man. There is a fascinating interest in his records of "the Switzerland of America," and its virgin forests seventy years ago, in connection with the remarkable industrial progress in the Lehigh Valley from those early days up to the present time.

This is what he left, upon

THE GREAT PINE SWAMP.

"I left Philadelphia, at four of the morning, by the coach, with no other accoutrements than I knew to be absolutely necessary for the jaunt which I intended to make. These consisted of a wooden box, containing a small stock of linen, drawing paper, my journal, colors and pencils, together with twenty-five pounds of shot, some flints, the due quantum of cash, my gun *Tearjacket*, and a heart as true to Nature as ever.

Our coaches are none of the best, nor do they move with the velocity of those of some other countries. It was eight, and a dark night, when I reached Mauch Chunk, now so celebrated in the Union



JOHN JAMES AUDUBON.

for its rich coal mines, and eighty-eight miles distant from Philadelphia. I had passed through a very diversified country, part of which was highly cultivated, while the rest was yet in a state of nature, and consequently much more agreeable to me. On alighting, I was shown to the traveller's room, and on asking for the landlord, saw coming toward me a fine looking young man, to whom I

made known my wishes. He spoke kindly, and offered to lodge and board me at a much lower rate than travellers who got there for the very simple pleasure of being dragged on the railway. In a word, I was fixed in four minutes, and that most comfortably.

No sooner had the approach of day been announced by the cocks of the little village, than I marched out with my gun and note book, to judge for myself of the wealth of the country. After traversing much ground, and crossing many steep hills, I returned, if not wearied, at least much disappointed at the extraordinary scarcity of birds. So I bargained to be carried in a cart to the central parts of the Great Pine Swamp, and, although a heavy storm was rising, ordered my conductor to proceed. We winded round many a mountain, and at last crossed the highest. The storm had become tremendous, and we were thoroughly drenched, but, my resolution being fixed, the boy was obliged to continue his driving. Having already travelled about fifteen miles or so, we left the turnpike, and struck up a narrow and bad road, that seemed merely cut to enable the people of the swamp to receive the necessary supplies from the village which I had left. Some mistakes were made, and it was almost dark when a post directed us to the habitation of a Mr. Jedediah Irish, to whom I had been recommended. We now rattled down a steep declivity, edged on one side by almost perpendicular rocks, and on the other by a noisy stream, which seemed grumbling at the approach of strangers. The ground was so overgrown by laurels and tall pines of different kinds that the whole presented only a mass of darkness.

At length we reached the house, the door of which was already opened, the sight of strangers being nothing uncommon in our woods, even in the most remote parts. On entering, I was presented with a chair, while my conductor was shown the way to the stable, and on expressing a wish that I should be per-

mitted to remain in the house for some weeks, I was gratified by receiving the sanction of the good woman to my proposal, although her husband was then from home. As I immediately began to talk about the nature of the country, and inquired if birds were numerous in the neighborhood, Mrs. Irish more *au fait* in household affairs than ornithology, sent for a nephew of her husband, who soon made his appearance, and in whose favor I became at once prepossessed. He conversed like an educated person, saw that I was comfortably disposed of, and finally bade me good-night in such a tone as made me quite happy.

The storm had rolled away before the first beams of the morning sun shone brightly on the wet foliage, displaying all its richness and beauty. My ears were greeted with the notes, always sweet and mellow, of the Wood Thrush and other songsters. Before I had gone many steps, the woods echoed to the report of my gun, and I picked from among the leaves a lovely Sylvia (Hemlock Warbler), long sought for, but until then sought for in vain. I needed no more, and standing still for awhile, I was soon convinced that the Great Pine Swamp harbored many other objects as valuable to me.

The young man joined me, bearing his rifle, and offered to accompany me through the woods, all of which he well knew. But I was anxious to transfer to paper the form and beauty of the little bird I had in my hand; and requesting him to break a twig of blooming laurel, we returned to the house, speaking of nothing else than the picturesque beauty of the country around.

A few days passed, during which I became acquainted with my hostess and her sweet children, and made occasional rambles, but spent the greater portion of my time in drawing. One morning as I stood near the window of my room, I remarked a tall and powerful man alight from his horse, loose the girth of his saddle, raise the latter with one hand,

pass the bridle over the head of the animal with the other, and move towards the house, while the horse betook himself to the little brook to drink. I heard some movements in the room below, and again the same tall person walked towards the mill and stores, a few hundred yards from the house. In America, business is the first object in view at all times, and right it is that it should be so. Soon after, my hostess entered my room, accompanied by the fine-looking woodsman, to whom, as Mr. Jedediah Irish, I was introduced. Reader, to describe to you the qualities of that excellent man were vain; you should know him, as I do, to estimate the value of such men in our sequestered forests. He not only made me welcome, but promised all his assistance in forwarding my views.

The long walks and long talks we have had together I can never forget, nor the many beautiful birds which we pursued, shot and admired. The juicy venison, excellent bear flesh, and delightful trout that daily formed my food, methinks I can still enjoy. And then, what pleasure I had in listening to him as he read his favorite poems of Burns, while my pencil was occupied in smoothing and softening the drawing of the bird before me! Was not this enough to recall to my mind the early impressions that had been made upon it by the description of the golden age, which I here found realized?

The Lehigh about this place forms numerous short turns between the mountains, and affords frequent falls, as well as below the falls deep pools which render this stream a most valuable one for mills of any kind. Not many years before this date my friend was chosen by the agent of the Lehigh Coal Company as their millwright and manager for cutting down the fine trees which covered the mountains around. He was young, robust, active, industrious and persevering. He marched to the spot where his abode now is, with some workmen, and

by dint of hard labor first cleared the road mentioned above, and reached the river at the centre of a bend, where he fixed on erecting various mills. The pass here is so narrow that it looks as if formed by the bursting asunder of the mountain, both sides ascending abruptly, so that the place where the settlement was made is in many parts difficult of access, and the road then newly cut was only sufficient to permit men and horses to come to the spot where Jedediah and his men were at work. So great, in fact, were the difficulties of access that, as he told me, pointing to a spot about one hundred and fifty feet above us, they for many months shipped from it their barrelled provisions, assisted by ropes, to their camp below. But no sooner was the first sawmill erected than the axemen began their devastations. Trees, one after another, were, and are yet constantly heard falling during the days; and in the calm nights, the greedy mills told the sad tale that in a century the noble forests around should exist no more. Many mills were erected, many dams raised in defiance of the impetuous Lehigh. One full third of the trees have already been culled, turned into boards, and floated as far as Philadelphia.

In such an undertaking the cutting of the trees is not all. They have afterwards to be hauled to the edge of the mountains bordering the river, launched into the stream, and led to the mills over many shallows and difficult places. Whilst I was in the Great Pine Swamp, I frequently visited one of the principal places for the launching of logs. To see them tumbling from such a height, turning here and there the rough angle of a projecting rock, bouncing from it with the elasticity of a football and at last falling with an awful crash into the river, forms a sight interesting in the highest degree, but impossible for me to describe. Shall I tell you that I have seen masses of these logs, heaped above each other to the number of five thousand? I may so tell you, for such I have

seen. My friend Irish assured me that at some seasons, these piles consisted of a much greater number, the river becoming in those places completely choked up.

When *freshets* (or floods) take place, then is the time chosen for forwarding the logs to the different mills. This is called a *frolic*. Jedediah Irish who is generally the leader, proceeds to the upper leap with his men, each provided with a strong wooden handspike, and a short-handled axe. They all take to the water, be it summer or winter, like so many Newfoundland spaniels. The logs are gradually detached, and, after a time, are seen floating down the dancing stream, here striking against a rock, and whirling many times around, there suddenly checked in dozens by a shallow over which they have to be forced with the handspikes. Now they arrive at the edge of a dam and are again pushed over. Certain numbers are left in each dam and when the party has arrived at the last, which lies just where my friend Irish's camp was first formed, the drenched leader and his men, about sixty in number, make their way home, find there a healthful repast, and spend the evening and a portion of the night in dancing and frolicking, in their own simple manner, in the most perfect amity, seldom troubling themselves with the idea of the labor prepared for them on the morrow.

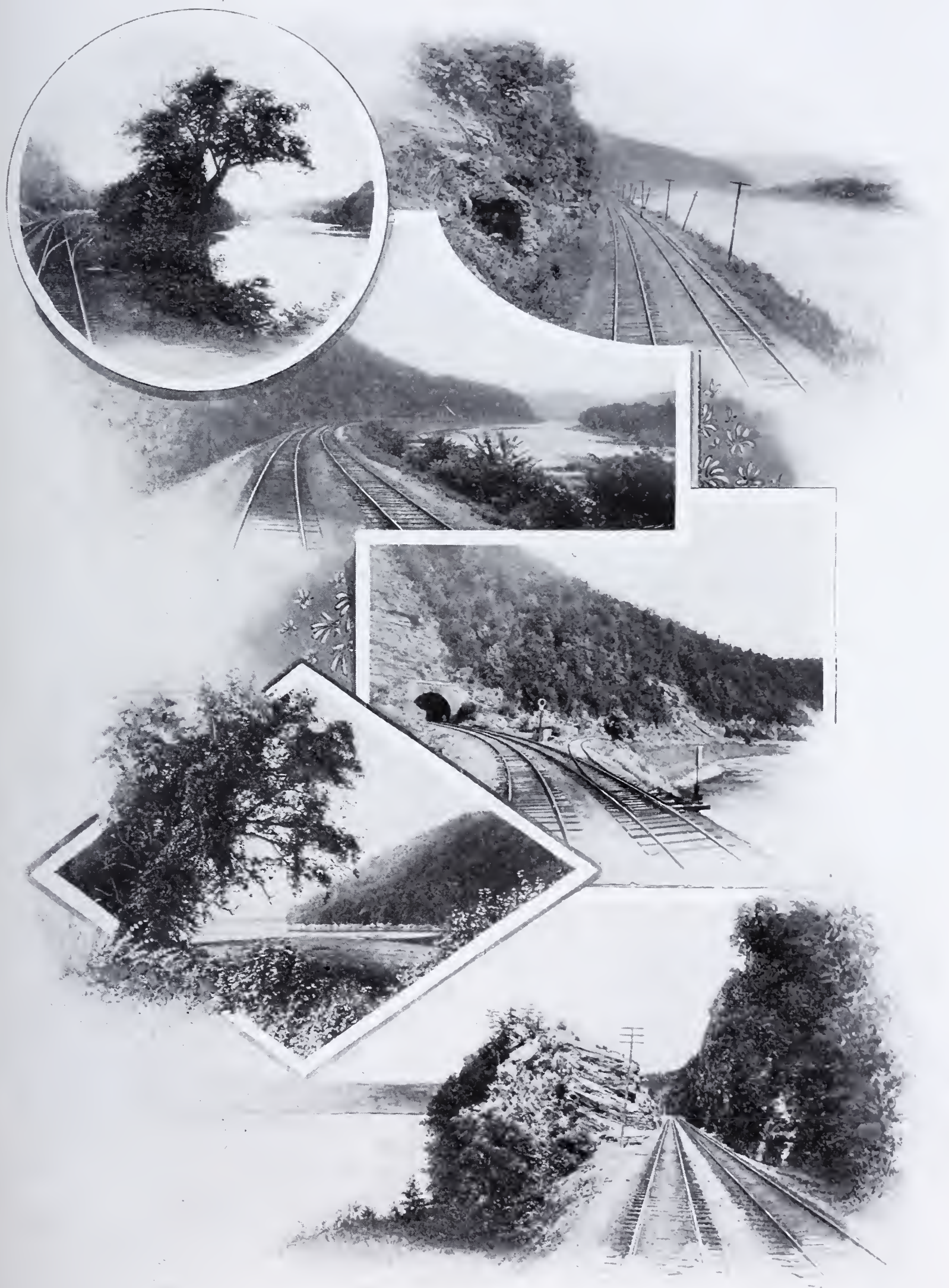
That morrow now come, one sounds a horn from the door of the storehouse, at the call of which each returns to his work. The sawyers, the millers, the rafters and raftsmen are all immediately busy. The mills are all going, and the logs, which a few months before were the supporters of broad and leafy tops, are now in the act of being split asunder. The boards are then launched into the stream, and rafts are formed of them for the market.

During the months of summer and autumn, the Lehigh, a small river of itself soon becomes exceedingly shallow,

and to float the rafts would prove impossible, had not art managed to provide a supply of water for this express purpose. At the breast of the lower dam is a curiously constructed lock, which opened at the approach of the rafts. They pass through this lock with the rapidity of lightning, propelled by the water that had been accumulated in the dam, and which of itself is generally sufficient to float them to Mauch Chunk, after which, entering regular canals, they find no other impediments, but are conveyed to their ultimate destination.

Before population had greatly advanced in this part of Pennsylvania, game of all description found within that range, was extremely abundant. The Elk itself did not disdain to browse on the shoulders of the mountains near the Lehigh. Bears and the common Deer must have been plentiful, as, at the moment when I write, many of both are seen and killed by the resident hunters. The Wild Turkey, the Pheasant, and the Grouse, are also tolerably abundant, and as to trout in the streams—ah, reader, if you are an angler, do go there and try for yourself. For my part, I can only say that I have been made weary with pulling up from the rivulets the sparkling fish, allured by the struggles of the common grasshopper.

A comical affair happened with the bears, which I shall relate to you, good reader. A party of my friend Irish's raftsmen, returning home from Mauch Chunk one afternoon, through sundry short cuts over the mountains, at the season when the huckleberries are ripe and plentiful, were suddenly apprised of the proximity of some of these animals by their snuffing the air. No sooner was this perceived than, to the astonishment of the party not fewer than eight Bears, I was told made their appearance. Each man being provided with his short-handled axe, faced about, and willingly came to the scratch; but the assailed soon proved the assailants, and with claw and tooth drove the men off in



SCENES ON THE LEHIGH AND SUSQUEHANNA RIVERS.

a twinkling. Down they all rushed from the mountain; the noise spread quickly; rifles were soon procured and shouldered; but when the spot was reached, no Bears were to be found; night forced the hunters back to their homes, and a laugh concluded the affair.

I spent six weeks in the Great Pine Forest—Swamp it cannot be called—where I made many a drawing. Wishing to leave Pennsylvania, and to follow the migratory flocks of our birds to the South, I bade adieu to the excellent wife and rosy children of my friend, and to his kind nephew. Jedediah Irish, shouldering his heavy rifle, accompanied me, and trudging directly across the mountains, we arrived at Mauch Chunk in good time for dinner. Shall I ever have the pleasure of seeing that good, that generous man again?

At Mauch Chunk, where we both spent the night, Mr. White, the civil engineer, visited me, and looked at the drawings which I had made in the Great Pine Forest. The news he gave me of my sons, then in Kentucky, made me still more anxious to move in their direction, and long before daybreak, I shook hands with the good man of the forest and found myself moving toward the capital of Pennsylvania, having as my sole companion, a sharp frosty breeze. Left to my thoughts I felt amazed that such a place as the Great Pine Forest should be so little known to the Philadelphians, scarcely any of whom could direct me towards it. How much it is to be regretted, thought I, that the many young gentlemen who are there, so much at a loss how to employ their leisure days, should not visit these wild retreats, valuable as they are to the student of nature. How differently would they feel, if, instead of spending weeks in smoothing a useless bow, and walking out in full dress, intent on displaying the make of their legs, to some rendezvous where they may enjoy their wines, were they to occupy themselves in contemplating the rich profusion

which nature has poured around them, or even in procuring some desiderated specimen for their Peale's Museum, once so valuable, and so finely arranged! But, alas, no! they are none of them aware of the richness of the Great Pine Swamp, nor are they likely to share the hospitality to be found there."

THE following local history suggested by Audubon's descriptions, and supplementing them, has been made up of data gathered from various personal sources.

The name of Pine Swamp was given at an early day to the heavy body of white pine timber situated on a stream called Laurel Run, which emptied into the Lehigh River at a point now known as Rock Port. This timber tract was owned by the Lehigh Coal and Navigation Co., and was their lumber camp, from which was obtained the lumber needed in the construction of the arks used in carrying the coal mined by the company down the Lehigh River to Easton, thence via the Delaware River to Philadelphia and intermediate points. These arks were merely square boxes linked together. Five of them constituted the first train, which was started down the river in the year 1820. But two of the arks reached Philadelphia, the others were wrecked. This anthracite sold for \$20.00 per ton. Much of the timber of the Pine Swamp was used in building the canal between Mauch Chunk and Easton. The first saw mill on the Lehigh was built at Narrow Falls, above the mouth of Laurel Run.

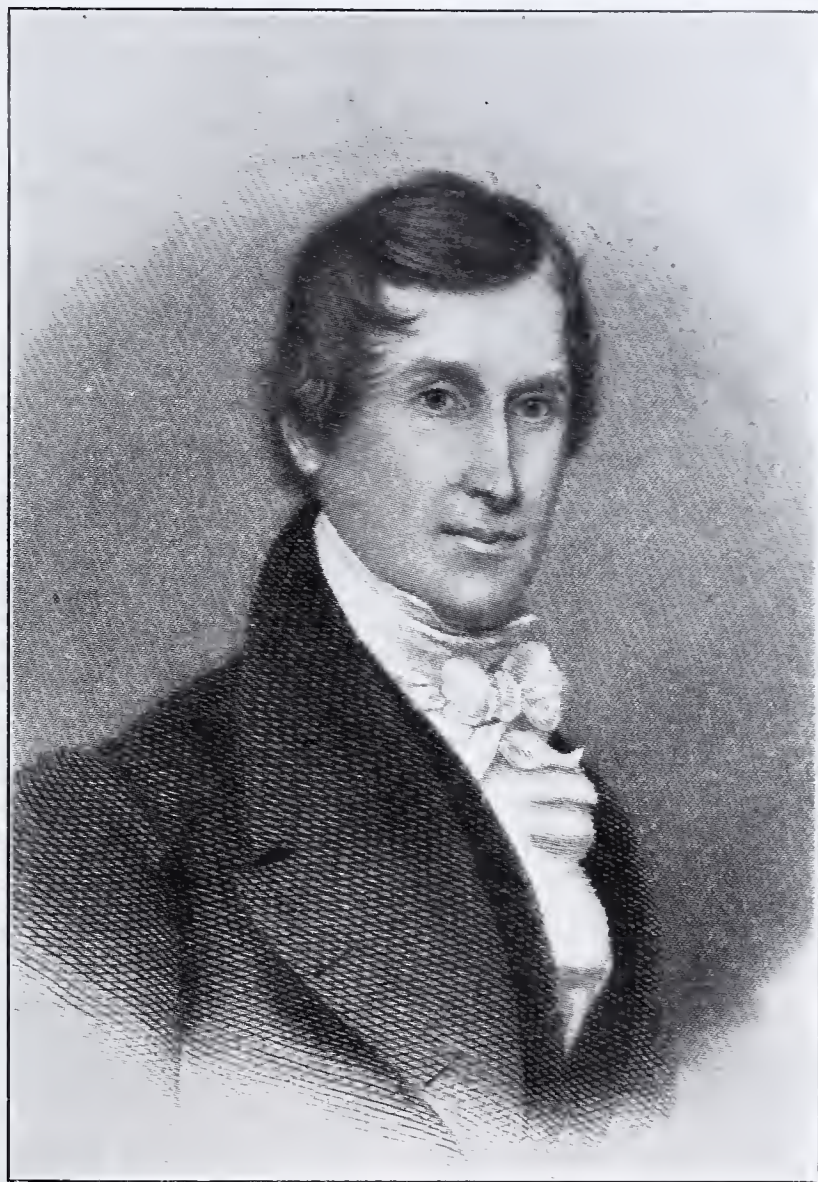
This camp was the home of the fine body of athletic men engaged in felling the trees, manufacturing the lumber and rafting it down the rocky, tortuous stream to Mauch Chunk. Jedediah Irish was sent as superintendent of the whole operation. The men of the camp were a rollicking, jolly set, especially the raftsmen, and needed a broad-shouldered, intelligent man of good judgment and determined character to man-

age and control them, and such was Mr. Irish. There was more or less drinking in the camp, and this led up to its being christened "Grog Hollow," and when the timber was cut off and a railroad of five miles was built down Laurel Run to the Lehigh, to transport the coal from a recently discovered deposit, the name was again changed to Rock Port, which it now retains. Mr. Irish was afterwards employed by the Canal Co. on the work of extending the canal from Mauch Chunk to White Haven. White's nephew, Audubon speaks of, was Benjamin Needham. He also became a contractor on the canal construction, and afterwards a contractor for mining coal at Summit Hill. He died at Scranton some years ago.

The Chief Engineer White referred to by Audubon was Canvass White, who was Chief Engineer of the Company in building the Canal between Mauch Chunk and Easton. This was finished in 1829. Mr. White died soon after the completion of the work, leaving a widow, one son and two daughters, all deceased some years ago. The son, C. L. White, was for several years a member of the Engineer Corps of the Lehigh Coal and Navigation Co., and for a time was in charge of the Lehigh Valley R. R. dispatching office at Mauch Chunk. He married Miss Ellen Till of Easton and left

a family of three sons, Canvass, Robert S., William, and one daughter, Mary S. The first provision made for removing the coal from Summit Hill to Mauch Chunk was a graded and macadamized roadbed down which four horses could draw ten tons of coal. When this means of transportation was found inadequate,

a railroad track was laid on the road. The loaded cars ran to Mauch Chunk by gravity. This gravity road, nine miles long, was finished in 1827. The empty cars were returned to Summit Hill by mule power, ten mules hauling a train of thirteen cars — three, four or five trains closely following one another, and after them a train of mule cars. These cars were each of a capacity of four animals. The mules rode in them from Summit Hill to Mauch Chunk munching their oats meanwhile as contentedly as if in their stable, and earned their free ride and oats by



Canvass White

drawing them and the coal car back to Summit Hill.

This mode of returning the empty cars to Summit Hill was found to be expensive, and limited the amount of coal that could be transported to the river. Then the Back Track R. R. was built for the return of the cars, consisting of two inclined planes, Mount Pisgah at Mauch Chunk surmounting an elevation of 664 feet. From the apex of this plane the road descended fifty feet to the

mile, reaching in five and a half miles the foot of the second inclined plane, Mount Jefferson, 460 feet elevation, then a mile of descending, or gravity road to Summit Hill. This work was begun in 1844 and completed in 1845.

Surveys of the Lehigh Valley R. R. were commenced in the spring of 1852, and the work of construction began late in the fall of that year. The road opened for business between Mauch Chunk and Easton in September, 1855.

AS the Lehigh Valley Railroad has reached out from Mauch Chunk to its present Western terminals, Buffalo and Niagara Falls, it will not be out of place to supplement this article with Audubon's admirable description of Niagara Falls which he visited in August, 1824, and with his visit, during the same month, to the flourishing "village" of Buffalo, with its two hundred houses, a bank and a daily mail. While his ingenuous statement that he was deterred by the low state of his funds from crossing the bridge to Goat Island is pathetic, it exemplifies the buoyant, sanguine, persevering nature of this genius of achievement.

"All trembling I reached the Falls of Niagara, and oh, what a scene! my blood shudders still, although I am not a coward, at the grandeur of the Creator's power; and I gazed motionless on this new display of the irresistible force of one of His elements. The falls, the rainbow, the rapids, and the surroundings all unite to strike the senses with awe; they defy description with pen or pencil; and a view satisfied me that Niagara never had been and never will be painted. I moved towards the rapids, over which there is a bridge to Goat Island, that I would like to have crossed to look on the water which was rushing with indescribable swiftness below, but was deterred from the low state of my funds. Walking along the edge of the stream for a few hundred yards, the full effect of the whole grand rush

of water was before me. The color of the water was a verdigris green, and contrasted remarkably with the falling torrent. The mist of the spray mounted to the clouds, while the roaring below sounded like constant heavy thunder, making me think at times that the Earth was shaking also.

From this point I could see three-quarters of a mile down the river, which appeared quite calm. I descended a flight of about seventy steps, and walked and crouched on my hams along a rugged, slippery path to the edge of the river, where a man and a skiff are always waiting to take visitors to the opposite shore. I approached as near the falling water as I could, without losing sight of the objects behind me. In a few moments my clothes were wet, I retired a few hundred yards to admire two beautiful rainbows, which seemed to surround me, and also looking as if spanning obliquely from the American to the Canadian shore. Visitors can walk under the falling sheet of water, and see through it, while at their feet are thousands of eels lying side by side, trying vainly to ascend the torrent.

I afterward strolled through the village to find some bread and milk, and ate a good dinner for twelve cents, went to bed at night thinking of Franklin eating his roll in the streets of Philadelphia, of Goldsmith travelling by the help of his musical powers, and of other great men who had worked their way through hardships and difficulties to fame, and fell asleep, hoping, by persevering industry, to make a name for myself among my countrymen.

I returned to Buffalo. This village was utterly destroyed by fire in the war of eighteen hundred and twelve, but now has about two hundred houses, a bank and daily mail. It is now filled with Indians, who have come here to receive their annuity from the government. The chief, Red Jacket, is a noble-looking man; another called the Devil's Ramrod, has a savage look. Took a

deck-passage on board a steamer bound to Erie, Pennsylvania; fare, one dollar and fifty cents, to furnish my own bed and provisions; my buffalo robe and blanket served for the former. The captain invited me to sleep in the cabin, but I declined, as I never encroach where I have no right. The sky was serene, and I threw myself on the deck, contemplating the unfathomable immensity above me, and contrasting the comforts which only ten days before I was enjoying with my present condition. Even the sailors, ignorant of my name, look on me as a poor devil not able to pay for a cabin passage."

C. S. BOUTCHER.

MR. LOUIS PRANG, THE ART PUBLISHER,
MARRIES MRS. MARY DANA HICKS.

In the Article, "Early Days in the Lehigh Valley," Mr. Louis Prang's exquisite art is referred to in connection with his reproductions of the Walters Ceramics. While he is the world's foremost exponent of lithographic art, and the love of this art has dominated him, it has just come to light that a still higher love has prevailed with the veteran.

"Mrs. Mary Dana Hicks, one of the leading club women in Boston, and Mr. Louis Prang, art publisher, were quietly married yesterday afternoon at the Church of the Disciples, Boston, the ceremony being performed by the Rev. Dr. Charles G. Ames. They left for New York later bound for Europe on a wedding trip.

Mrs. Hicks came to Boston from New York in 1879 and identified herself with the Prang Educational Company. She is the daughter of the late Major Dana and widow of Charles S. Hicks, a lawyer of Syracuse.

In a short time after her arrival here she became supervisor of art in the schools of the city. Later she founded the Social Art Club of Syracuse. In 1896 she was made a director of the Prang Art Classes in Boston, and associate author and editor of the Prang publications.

She is president of the Floral Emblem Society, past president of the Unity Art Club, member of the New York State Art Teachers' Association, Massachusetts Industrial Art Teachers' Association, Public School Art League, B. A. S. A.; New England Women's Club, Wintergreen Club, Pedagogical Seminary of Harvard College, Massachusetts Prison Association, W. E. and I. Union, Boston Business League, the Boston Atheneum, Appalachian Club, Brookline Educational Society, &c.

Mrs. Prang is unusually attractive, has decision of character and beauty of expression in her face, which is framed with soft, white hair, always becomingly arranged.

Mr. Prang is a Prussian by birth and recently celebrated his seventy-sixth birthday. He came to America in 1850, poor and a stranger, although not inexperienced in the art of earning a living.

In 1836 he began his color work. Within twenty-four hours after the fall of Fort Sumter he had on sale maps of Charleston Harbor. In 1873 he exhibited at the Vienna Exposition, receiving prizes for his achievement in the color line. In 1874 came the birth of the Prang Christmas card, and the world knows him as the inventor of the chromo."

THE SIGNAL SYSTEM OF THE LEHIGH VALLEY RAILROAD*.

Englishmen have always boasted that their railways are more solicitous for the safety of passengers than the railroads of America, but are willing to concede that the latter care more for the comfort of their patrons; and it has frequently been stated, that the American roads would afford better service if some of the money which they spend on elaborate stations and terminals, were invested in appliances, especially signal systems, which would insure better protection to passengers *en route*.

Regardless of the merits of these statements, it is a fact that within recent years American roads have made great expenditures on signaling apparatus, and although it is true that few roads in this country have complete signal protection throughout their lines in comparison with the English railways, the majority have greatly profited by the experience of the latter, with the result that, in most cases, more modern, and consequently better and safer methods of signaling are being installed in this country to-day than in England. This is especially true of the Lehigh Valley Railroad; for this company now has in operation on its lines as perfect a signal system as there is on any railroad in the world.

Passengers sitting in one of the well-appointed coaches of the Black Diamond Express, speeding at the rate of more than a mile a minute, have little idea of the precautions taken to insure their reaching their destination in safety; it may, therefore, be of interest for them to know something about the workings of this system.

The great speed at which modern passenger trains travel, necessitates proportionately great precautions to prevent them from colliding with other trains at a stand-still, or moving in the same direction, at less speed; from being derailed at an open switch; and from colliding with other trains at junction

*In the Illustrations White, Green and Red are indicated by the letters W. G. R.

points and crossings with other roads at grade.

The air brake furnishes the means of stopping a train in a comparatively short distance, but it is as essential for the engineman to have an advance indication of the conditions ahead of a train, and thus to know *when* to stop, as it is to have the means of stopping. In order to give this advance indication of the conditions of the track, block and interlocking signals are installed.

The block signals on the Lehigh Valley Railroad are automatic in action; electricity, carried through the rails in such a manner that it is controlled by the action of a pair of wheels on the track, is the power that operates the signals. The road is divided into sections termed blocks, varying from one-half mile to two miles in length, the distances being determined by the density of traffic, etc.; for example, on sections of the road where the trains are most frequent, the blocks are shortest. The automatic disc and semaphore signals are used, some idea of the appearance of which may be had from Figures 1 and 2. The disc signal consists of a banjo-shaped box with a large glass in the front and one in the back, the latter being painted white on the inside so that a white circular surface may be seen from the front of the signal. Inside this box is placed a red or green movable disc; this disc is either hidden, thus allowing the white glass in the back of the signal head to be seen, when the signal is at safety; or exposed to view when the signal is at danger or caution. A red disc displayed is a danger signal, and a green disc, a caution signal. At night these indications are given by lamps placed at the back of the signal head, the light of which is thrown through a small glass opening above the large one just described; the colors red, green and white indicate the same conditions at night as at daytime. The "banjo" containing the red disc is placed on the top of a wooden post

about twenty-eight feet above the rails; that containing the green disc is placed beneath. The semaphore signal (Figure

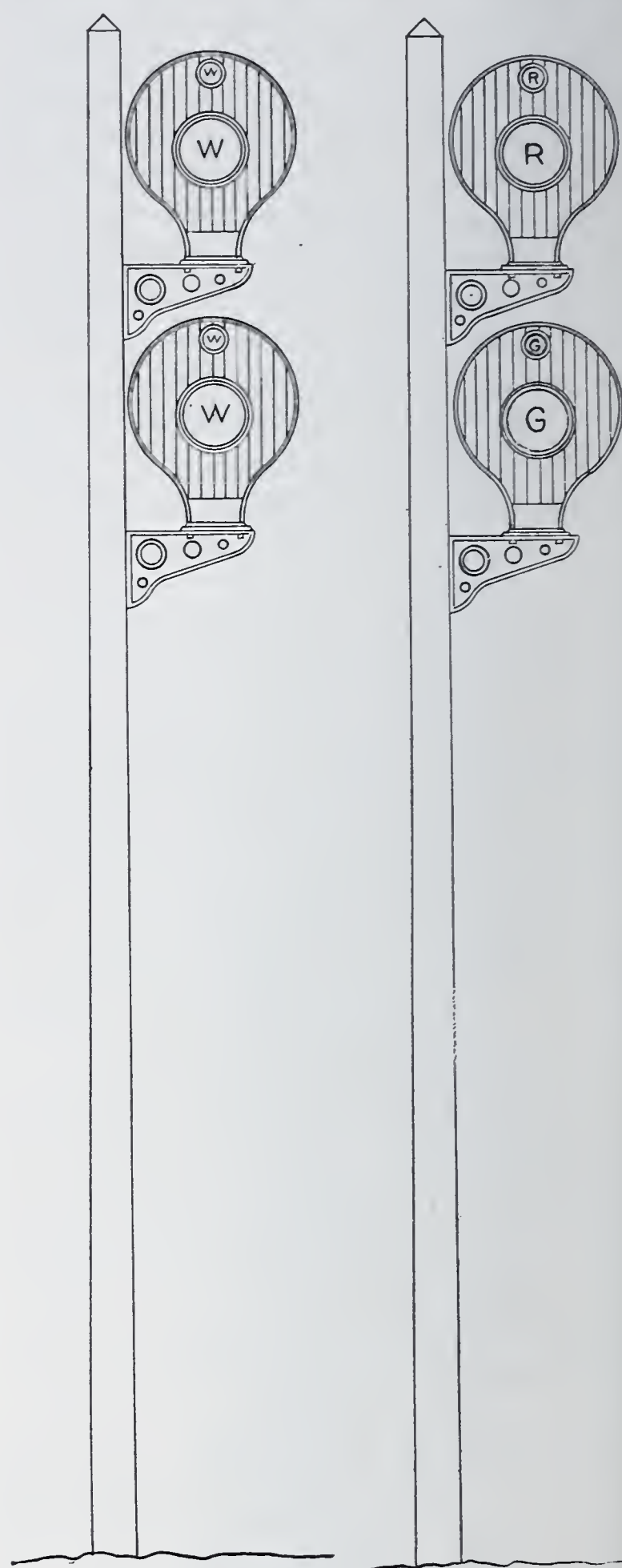


FIG. 1. AUTOMATIC DISC SIGNALS.
SAFETY POSITION. DANGER AND CAUTION POSITIONS.

2) consists of an iron post with a red arm or blade projecting at the top and a green blade with a forked end beneath. Danger or caution, and safety are shown by the position of these blades. Thus

when a blade is in the horizontal position, danger or caution is indicated; when it dips at an angle of 60 degrees

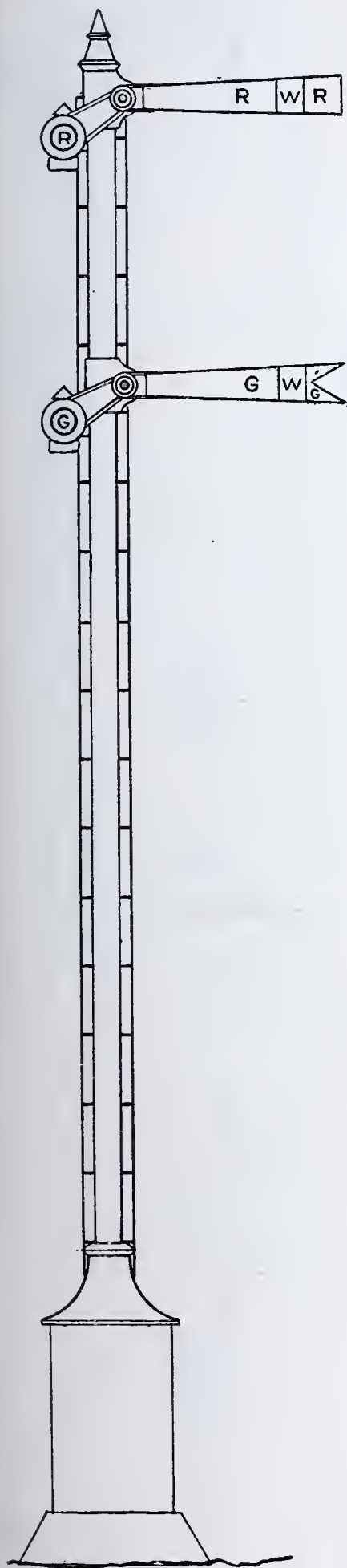


FIG. 2.

AUTOMATIC SEMAPHORE SIGNALS.

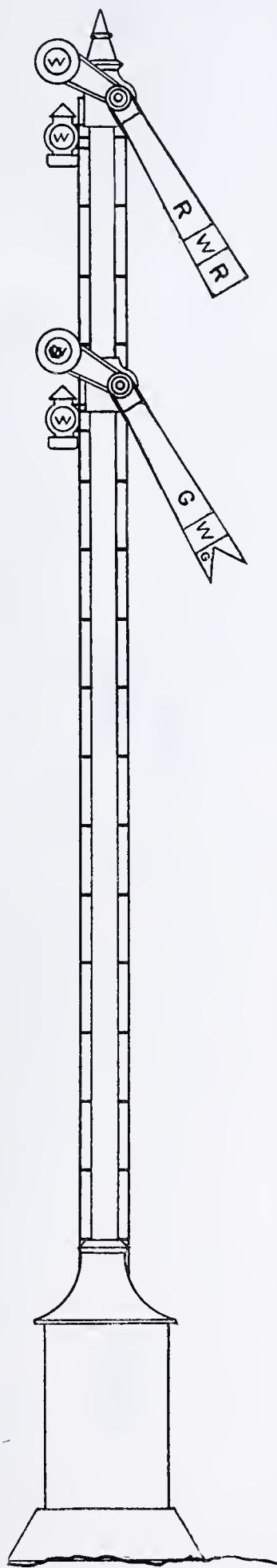
DANGER AND CAUTION
POSITIONS.

FIG. 2.

SAFETY POSITION.

from the horizontal a safety signal is displayed. At night red, green and white lights are used as the signal indications as in the disc signal.

At the beginning of each block is placed a signal post with a danger signal at the top and a caution signal beneath. The normal position of these signals is at danger or caution as the case may be. A train entering a block as at "A" in Fig. 3, causes the two signals on the post at "B" to display safety, providing there is no train or other obstruction in the next two blocks; at the same time a danger and a caution signal is shown at "A." As soon as the front trucks of the engine of this train pass "B," the latter will also display a danger and a caution signal (see Fig. 4). After the entire train passes "B," the top signal at "A" will display safety to an approaching train, but the lower one will still be at caution; this lower signal at "A" will not show safety until the entire train has passed "C," that is, the second block ahead of "A," as shown in Fig. 6. An engine-man thus has an indication of the presence of a train on the same track two blocks ahead of his train; and a double indication, that is, a danger and a caution signal, at the beginning of the block in which the train is located.

These signals do not merely give indications of a train ahead; should a rail be broken, a switch open, or any other impediment which would interfere with the safe passage of a train be in a block, the signals in the rear will display danger and caution, the same as if a train were on the rails at that point.

Another important feature of this system, is the system of switch indicators. This consists of a small disc (in reality a miniature signal) placed in an iron box on a pole provided for the purpose, about 5 feet above the ground, one of these being placed in proximity to each switch leading out of the main tracks. These indicators are placed at the switches to notify trainmen about to open a switch in the main track, of the approach of a train on that track; all the indicators in a block show danger as soon as a train enters the second block in the rear, and until it has passed out of that block in



FIGS. 3, 4, 5 AND 6.
TRACKS SHOWING TRAINS ENTERING, AND IN BLOCKS.

which the indicators are located, so that there is no chance for a trainman to open a switch in the main track, after an

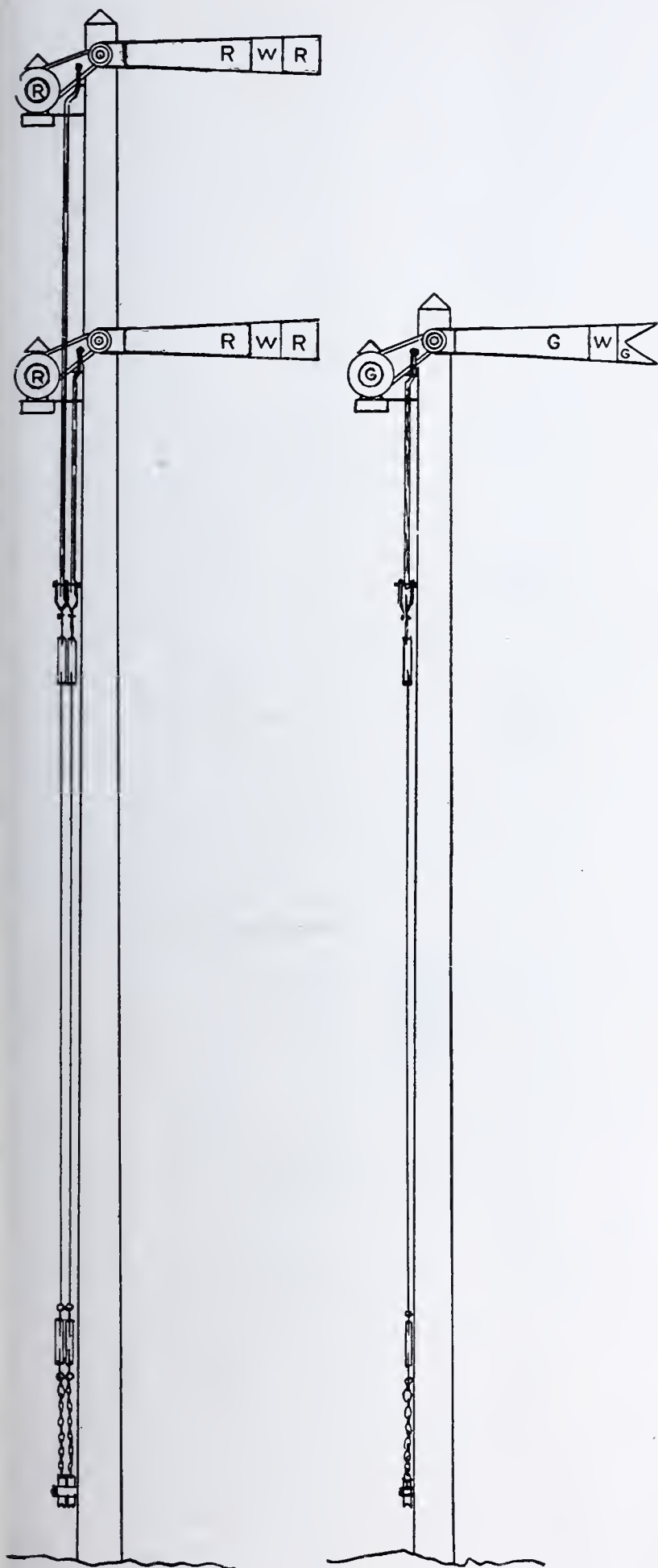


FIG. 7.
TWO-BLADED HOME
MECHANICAL SIGNAL.

FIG. 7.
DISTANT MECHANICAL
SIGNAL.

approaching train has passed the signal at the entrance of the preceding block, without full knowledge of the approach of the train.

In conjunction with this system of

automatic signals there are placed at all junction points and grade crossings with other railroads interlocking signal towers, from which all the switches in the vicinity are operated mechanically by a man in the tower. Each of these switches is protected by signals and these signals and switches are so interlocked that it is impossible for a wrong signal, or signals governing converging routes, to be given. The semaphore type of home, or danger, and distant, or caution, signal is used exclusively at these points. The home signal is placed about fifty feet ahead of the first switch it governs, and may consist of one, two or three home blades. When there is no switch diverging from the main track in the direction of the traffic, a single home blade is used, but when there are one or more such switches, technically termed facing point switches, two blades are used; in such cases, when the top blade is at safety, an engineman has positive knowledge that the switches ahead of this signal are all closed and that one of these facing point switches is open; the lower blade is used to allow trains to enter a siding or

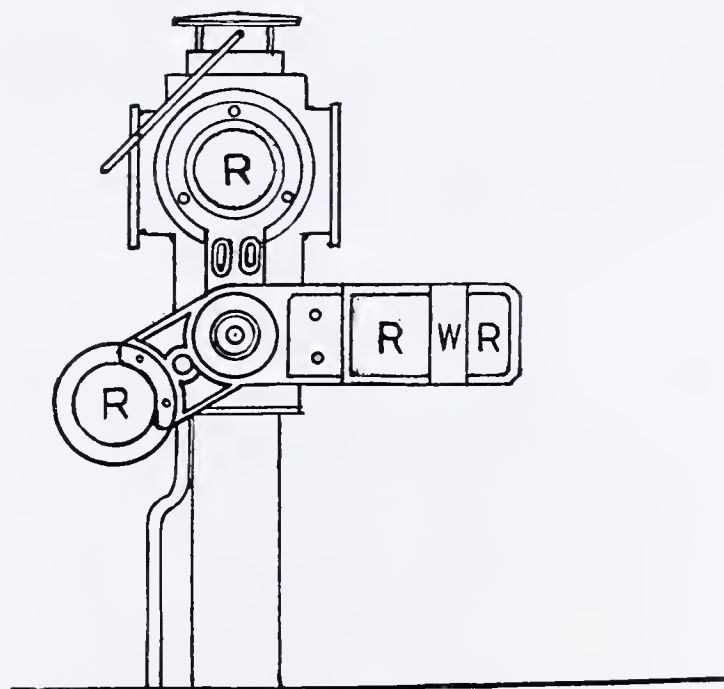


FIG. 8.
DWARF SIGNAL, DANGER POSITION.

cross over from one main track to another at the tower. When a branch line diverges from the main line, a three-bladed home signal is used; the top blade indicates, as before, that the switches are

set for the main line; the middle blade at safety indicates that the switch is set for the branch line, and allows a train to proceed to this branch line without stopping. The bottom blade at safety indicates that one of the other facing point switches is open. A distant, or caution, signal is placed about a half-mile from the tower. When this signal is at safety, an approaching train may proceed at full speed through the limits of the interlocking, as this signal is so locked into the home signal that it cannot be cleared, until the top blades on the home signals governing in the direction in which the train is moving are all at safety; thus the distant signal at safety insures that all switches in the main track are closed and that all signals governing movements to the main track are at danger.

When the distant signal is at caution, an approaching train may proceed with caution to the home signal; if the latter is at danger, the train upon reaching it must come to a full stop. In the two and three-bladed home signal, only one blade at a time can be thrown to safety; and when all or both the blades are at danger, an approaching train must come to a full stop before reaching the signal, and is not allowed to proceed until one of these blades is at safety.

Backward movements of trains over switches at these interlocking plants, and movements on sidings, are governed by low signals, termed dwarf signals (Fig. 8) placed on the right-hand side of the track which they govern and facing it; in no case does a signal govern the movements on more than one track. As has been stated, all the signals at these plants are so interlocked that no signal can be thrown to safety, until all the switches on the route which this signal governs, are in the correct position, and all the signals governing movements over any portion of this route from other tracks are at danger. Fig. 9 is a diagram showing a simple interlocking plant. Signals Nos.

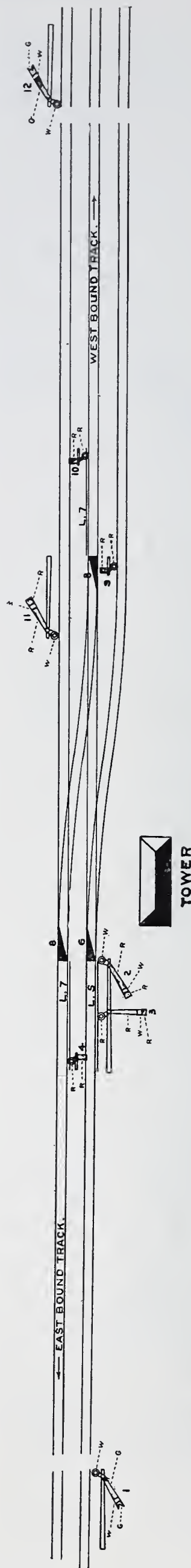


FIG. 8.

1, 2, 11 and 12 are at safety, and both east and west-bound trains may proceed through this inter-locking without reducing speed; while these signals are in this position the tower-man is unable to open any of the switches and is also unable to clear any of the other signals. When an approaching west-bound train wishes to enter the siding, signals Nos. 1 and 2 must be thrown to normal danger, switch No. 6 reversed, and signal No. 3 cleared. Before the latter can be cleared, however, lever No. 5 in the machine must also be reversed. This lever operates a detector bar and plunger lock; the latter enters a hole in the rod connected to the switch in such manner that the lever cannot be operated unless the switch points are perfectly tight against the rail. The detector bar is a piece of iron forty-eight feet long, placed against the rail, and moving on rockers or links fastened to the rail; this bar rises above the rail during its movements, and in this way insures against its being operated, and the switch being opened by a negligent

operator while a train is passing, even when the signals are at danger. The signals controlling movements over grade crossings interlock with one another in such a manner, that when the signals on one road are at safety, those on the other are locked in the danger position. As is evident, nothing is left to chance or to the forgetfulness of the operator, for should he try to clear a signal with any of the switches in the wrong position, or open a switch while a train is passing over it, he would be unable to operate even the latch of the lever, as the locking in the machine is actuated by the preliminary action of the latch, rather than the movements of the lever as in the earlier machines.

The automatic signals govern through interlocking plants and are used in connection with the interlocking signals. There are many direct advantages of the double system, for not only is the most positive safety insured, but the quick passage of trains over the road is greatly facilitated. Indicators are placed in all towers thereby giving a towerman positive knowledge of the approach of a train long before he can see it, and sufficient time to close the switches, and clear the main line signals, so that the train may pass the tower at full speed with perfect safety assured.

There are in operation on the Lehigh Valley 1090 automatic disc and semaphore signals, and 1660 interlocking levers, located in 80 towers operating separate signals and switches. This system was installed at great expense and the cost of its maintenance forms no small item in the running expenses of the company. For this purpose there is a complete signal organization, controlled as a branch of the engineering department.

Each division of the road has a signal inspector whose duties are to oversee the maintenance of all the signals on his division, and to have them kept in proper working order. This man has as assistants, automatic and mechanical repair-

men, batterymen, helpers, etc. He reports to the Division Engineer and to the Signal Engineer. The Signal Engineer is the head of the signal system; all matters pertaining to either the maintenance or installation of signals must pass through his office and receive his approval. In this way all the appliances used, the manner of their installation, etc., are made standard throughout the road.

By having an organization of this kind, the company is assured that the best results will be obtained, as it secures the benefits of the experience and study of men who devote their entire time to this branch of engineering science; so that passengers, contemplating a trip on the Lehigh Valley, may do so with the comfortable assurance that every precaution known to modern science, is taken to insure them a safe and speedy passage.

The Tenth American Whist Congress will be held at the Cataract and International Hotels, Niagara Falls, beginning Monday July 9 and ending Saturday July 14, 1900.

The Third Congress of the Woman's Whist League will be held in Detroit beginning Monday April 30 and ending Friday May 4.

WHAT'S IN AN ENGLISH NAME ?

I once loved a maiden so comely,
Whose name was Alicia Cholmondeley,
But shortly my thoughts and my dreams
Were wandering to Wendolin Wemyss,
And soon my poor heart rose with leaps
To the bait of Delicia Pepys,
And next I was lying in pawn
To the charms of Felicia Strachan,
Who proved but a faithless deceiver,
And left me to Adelaide Belvoir.
Then ere long I implored as a boon
The hand of fair Margery Mohun,
Too soon to be laid on the coals
By love of Elizabeth Knollys,
Who caused me to swear like a trooper
Till I met with my Madeline Cowper.
She taught me her charms were a myth,
So I wedded a plain Mary Smith.

—*Overland Monthly.*

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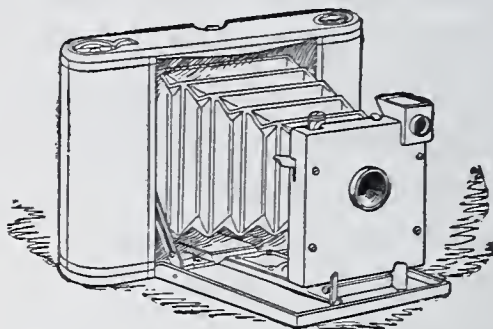
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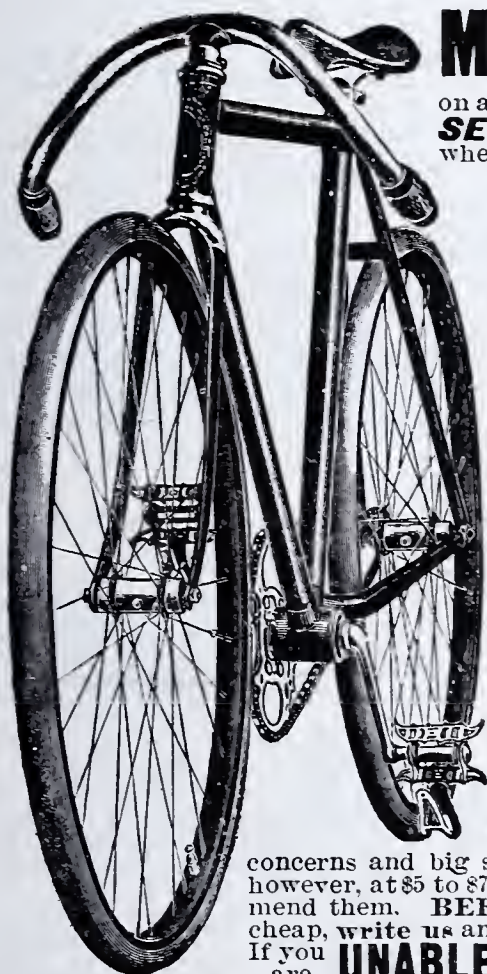
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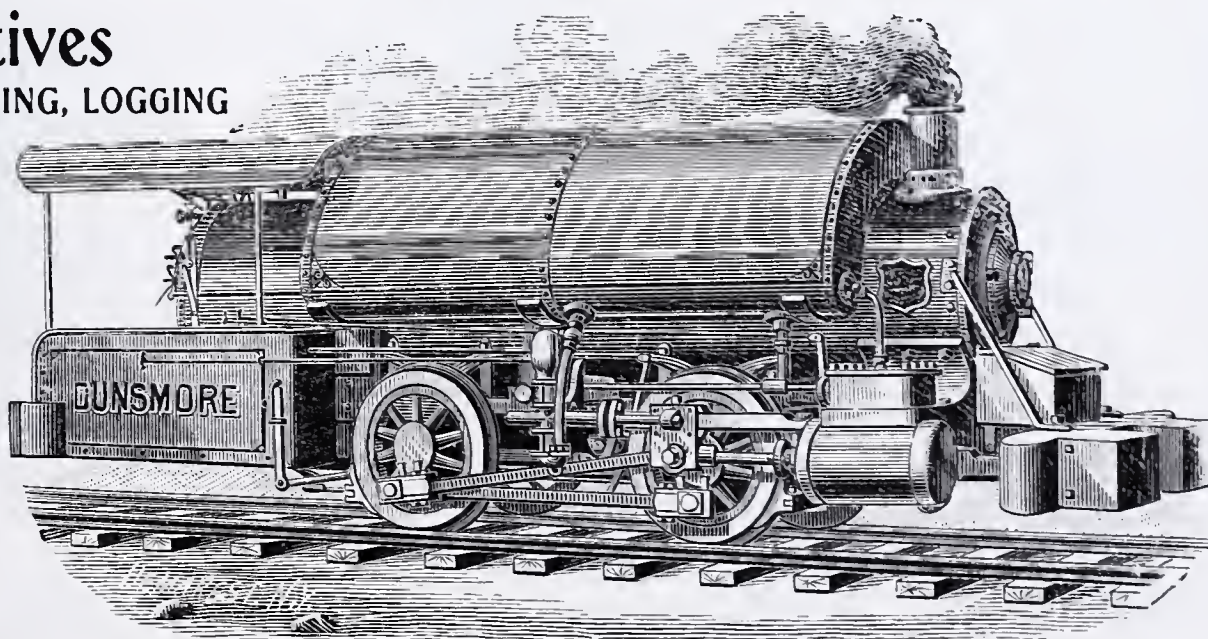
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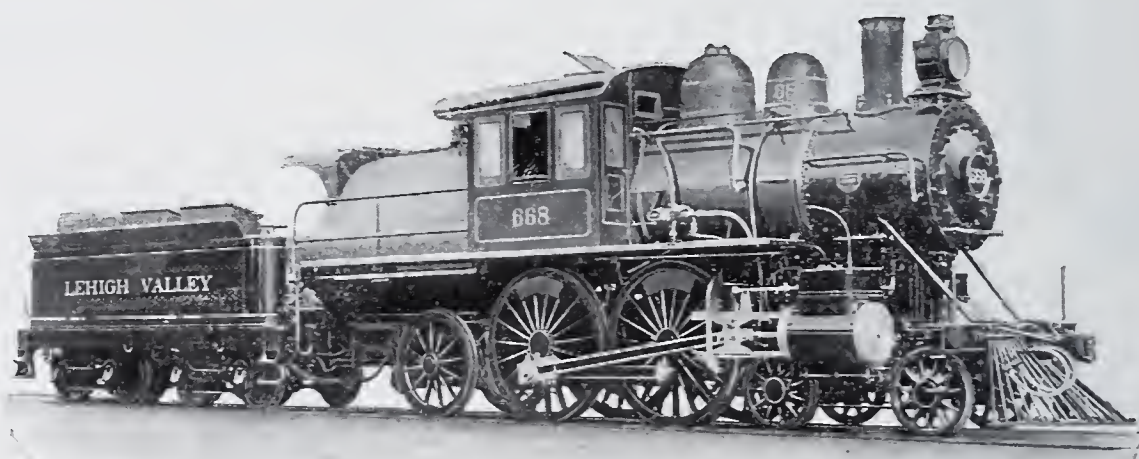
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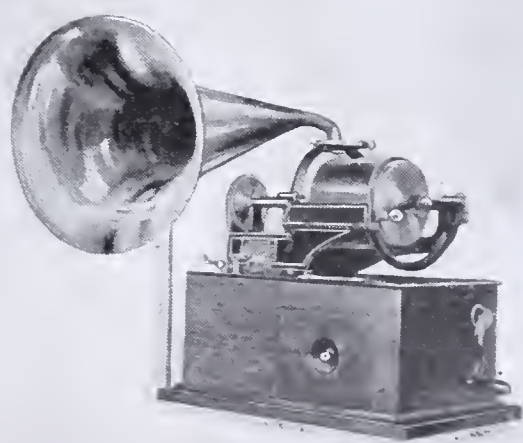
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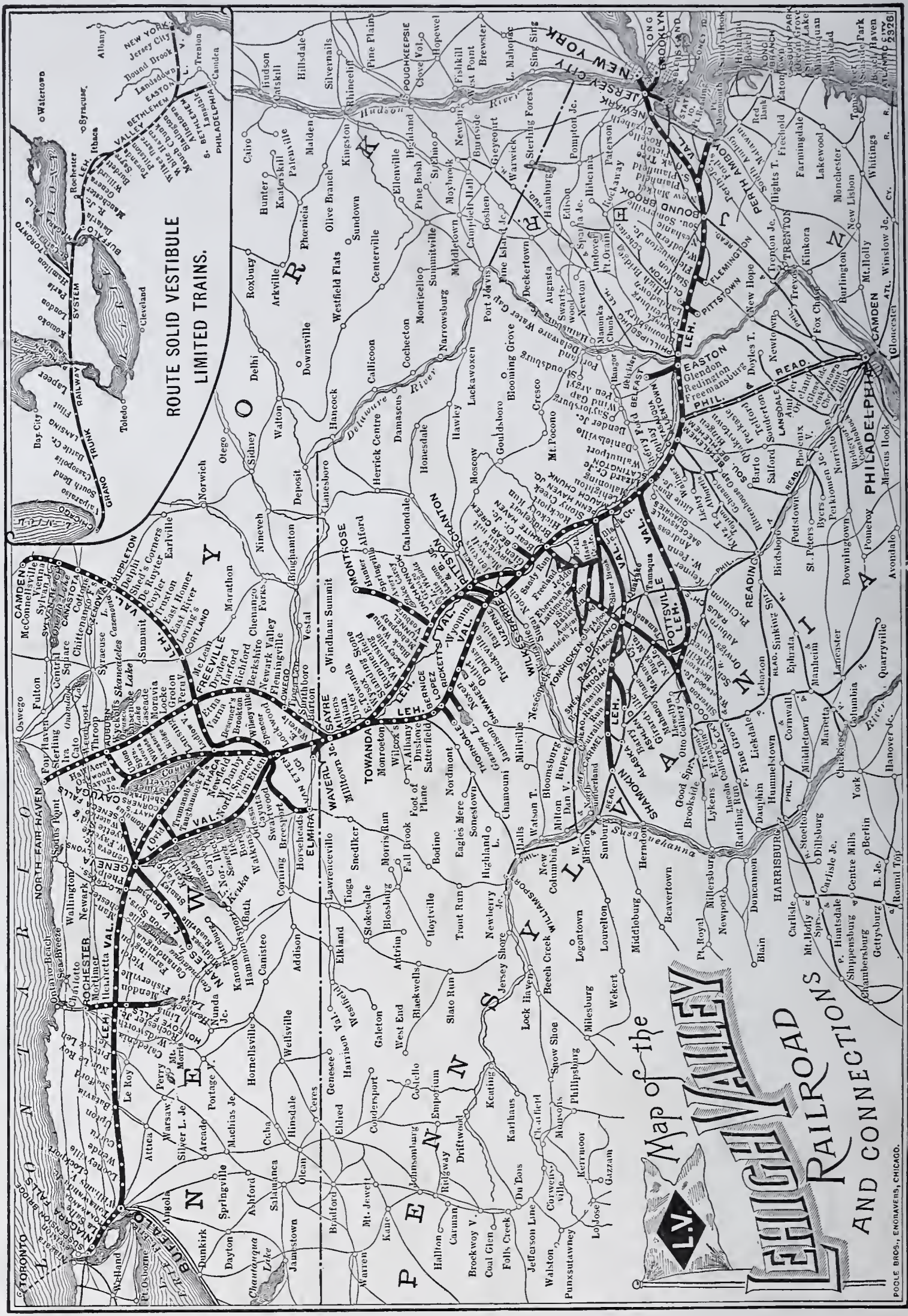
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